

CHAPTER 3. TECHNICAL GROUPS, BOARDS, AND NATIONAL RESOURCES

SECTION 4. FLIGHT STANDARDIZATION BOARDS (FSB)

255. GENERAL. This section contains information for inspectors about the purpose, composition, and responsibilities of FSB's and about resources available to inspectors through the FSB. This section also contains guidance for inspectors who may be invited to serve as members of an FSB.

257. ESTABLISHMENT OF AN FSB. An aircraft evaluation group (AEG) decides when to establish an FSB. FSB's are usually established for large turbojet and turbopropeller aircraft, Special Federal Aviation Regulation (SFAR) 41 airplanes, and Federal Aviation Regulation (FAR) Part 23 commuter category airplanes. FSB's are not usually established for FAR Parts 23 and 27 aircraft, unless the aircraft have unique design, flight, or handling characteristics.

259. COMPOSITION OF AN FSB. An FSB is usually composed of a chairperson from an AEG, Flight Standards operations inspectors, a Washington Headquarters representative, and various technical advisors, as follows:

A. Chairperson. The chairperson is usually an AEG operations specialist assigned to the aircraft certification project.

B. Operations Inspectors. FSB members are usually operations inspectors who will be involved with the initial operational approval of the aircraft.

C. Washington Headquarters Representative. FSB membership may also include a representative from either AFS-200, AFS-400, or AFS-800, as appropriate. This representative helps ensure that Federal Aviation Administration (FAA) policy is considered by the FSB.

D. Technical Advisors. At the discretion of the chairperson, technical advisors from other AEG boards may be invited to attend.

261. RESPONSIBILITIES OF THE FSB. The FSB's primary responsibilities are to determine the requirements for pilot type ratings, to develop minimum training recommendations, and to ensure initial flight crewmember competency in accordance with AC 120-53, "Crew Qualification and Pilot Type Rat-

ing Requirements for Transport Category Aircraft Operated Under FAR Part 121." This information is published in a report that is sent to AFS-200 for coordination. After approval, it is to be used by the principal operations inspector (POI) as guidance in approving operator training, checking, and currency programs. The report is distributed to field offices through the master minimum equipment list subsystem (MMEL Subsystem) of the Aviation Safety Analysis System (ASAS) data base. Specific functions of the FSB are as follows:

A. Determination of Pilot Type Ratings. The FSB determines the requirement for a pilot type rating for new aircraft usually during certification flight tests. The FSB also evaluates differences in follow-on aircraft to determine if a new pilot type rating is required.

B. Development of Training Objectives. The FSB develops training objectives for normal and emergency procedures and maneuvers and reviews training device requirements.

C. Training Recommendations. The FSB publishes recommendations for use by POI's during approval of an operator's training program. In developing training objectives and procedures, the FSB considers unique requirements of an aircraft such as the fly-by-wire electronic flight control system and the side-stick controller of the Airbus 320.

D. Initial Training/Checking. Board members usually conduct initial training and checking of the manufacturer's pilots and FAA operations inspectors.

E. Review of Existing Training Programs. When required, the FSB may review training programs for existing aircraft to evaluate the effectiveness of the training.

F. Accidents. In case of an accident, FSB members may be consulted on training or crewmember competency issues involving aircraft assigned to the board.

263. RESPONSIBILITIES OF FSB MEMBERS. The FSB chairperson and members have the following responsibilities:

A. FSB Chairperson. The chairperson is required to attend the pre-type certification board meeting, and is responsible for scheduling meetings during the certification process.

B. FSB Members. Members attend scheduled meetings and participate in formulating the FSB report.

265. FSB REPORT. After concurrence by AFS-200, the FSB report is approved by the AEG office manager. FSB reports are entered into the ASAS data base where they are available to FAA field offices. The FSB report should contain the recommended minimum training requirements that operations inspectors may use when evaluating operator training programs.

A. Report Considerations. FSB reports are based on a variety of factors, including private sector comments, flight test evaluation, and operating experience.

B. Final Determinations and Findings. The FSB may hold public meetings and invite private sector groups to attend, after which the FSB will make a final determination and issue recommendations.

C. Contents of the FSB Report. The FSB report should contain the following:

- The assignment of type ratings
- A recommendation of minimum training, checking, and currency requirements
- Any special training requirements

NOTE: The FSB report contains only recommended minimum training requirements. Further guidance on training program approval is found in AC 120-53 and in volume 3 of this handbook.

267. TRAINING REQUIREMENTS FOR FOLLOW-ON AIRCRAFT. In determining the need for different training requirements for follow-on aircraft, the FSB requests a revised training program from the manufacturer and evaluates differences between the base aircraft and its variant, based on factors such as design and operational or procedural differences. Advancements in technology that affect flight deck automation and aircraft systems are also considered. In addition, the FSB may collect and review background materials such as the original training programs and the aircraft's operating history, including accidents or incidents. If the FSB determines that additional training is required for the follow-on aircraft, the operator shall usually modify training programs for the base aircraft and establish a differences training program to address the variant aircraft.

269. USE OF FLIGHT SIMULATORS OR TRAINING DEVICES. When new equipment is installed on the aircraft, flight simulators or training devices should be updated to reflect the correct configuration. The FSB, in coordination with the National Simulator Team, shall determine whether training devices are adequate for meeting regulatory and training requirements.

270. -280. RESERVED.

[PAGES 8-113 THROUGH 8-120 RESERVED]